SECTION 8.0
CUMULATIVE IMPACTS

8.1 DEFINITION OF CUMULATIVE IMPACTS

Section 15355 of the CEQA Guidelines defines cumulative impacts as:

> "…two or more individual effects which when considered together, are considerable or which compound or increase other environmental impacts."

Section 15355 further describes potential cumulative impacts as:

> "(a) The individual effects may be changes resulting from a single project or a number of separate projects.
>
> (b) The cumulative impacts from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present and reasonably forseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time."

Cumulative impacts refer to two or more individual impacts which, when considered together, are considerable or which compound or increase other impacts. The individual effects may be changes resulting from a single project or from a number of projects. A cumulative impact refers to the degree of change in the environment resulting from a particular project, plus the incremental impacts created by other closely related past, present and reasonably forseeable future projects. Cumulative impacts may reveal that relatively minor impacts associated with a particular project may contribute to more significant impacts when considered collectively with other projects taking place over a period of time.

8.2 CUMULATIVE PROJECTS

Section 15130(b)(1) of the CEQA Guidelines provides two options for considering potentially significant cumulative adverse impacts. This analysis can be based on either:

"(A) A list of past, present and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency, or

(B) A summary of projections contained in an adopted General Plan or related planning document, or in a prior environmental document which has been adopted and certified, which described or evaluated regional or areawide conditions contributing to the cumulative impact. Any such planning document shall be referenced and made available to the public at a location specified by the lead agency."

The cumulative impacts analysis requires consideration of other projects in an area, in conjunction with the proposed project, to assess the potential for significant adverse cumulative impacts. For

this EIR, the potential environmental effects of the proposed West Gateway Project were considered in conjunction with the potential environmental effects of buildout of other projects approved in the area as well as buildout of the City of Long Beach's General Plan.

The study area for this cumulative impact discussion includes 17 development projects which are listed on Table 8-1.

TABLE 8-1
RELATED DEVELOPMENT PROJECTS

Project Name		Project Location	Pending/Approved Projects				
			Apt. Units	Condo Units	Hotel Rooms	Retail (1000 sf)	Students
1	100 E. Ocean Blvd	100 E. Ocean Blvd	151				
2	Promenade - Lyon	Promenade site between Broadway and 3rd Street	112			18	
3	Ocean Villas	350 E. Ocean Blvd.	556				
4	Insurance Exchange	The Promenade at Broadway		11		12	
5	Broadway Lofts	224 - 248 E. Broadway (southwest corner of Broadway / Long Beach Blvd)		50		12	
6	Promenade - Greystone	East side of Promenade between 1st Street & Broadway	62			9	
	Promenade - Olson	West side of Promenade between 1st Street and Broadway	97			10	
7	City Place Retail	3rd St. on south, Pine on west, 6th St. on north, and Elm St. on east				454	
	City Place Residential	3rd St. on south, Pine on west, 6th St. on north, and Elm St. on east	38				
8	PCS Apartments	5 sites within CityPlace between Long Beach Blvd. & Pine Ave	221				
9	City Place Lofts	4th Street and Elm Ave	72				
10.	Lofts on 4th	Southwest corner of 4th / Alamitos Ave	34			6	
11.	Pike - Theatre	Shoreline Drive and Pine Ave				79	
	Pike - Night Club	Shoreline Drive and Pine Ave				35	
	Pike - Restaurant	Shoreline Drive and Pine Ave				116	
	Pike - Retail	Shoreline Drive and Pine Ave				158	
12.	Pine Villas	8th Street and Pine Ave, NEC	63				
13.	Walker Building	401 N. Pine Ave			46	18	
14.	Newberry's	433 Pine Avenue	30				
15.	D' Orsay Embassy Suites	201 Promenade (Boadway and Promenade)			230	10	
16.	Cesar Chavez Elem. Sch.	Northeast corner of Broadway / Golden Ave					800
17.	World Trade Center	Broadway between Golden Ave and Maine Ave		334		12	

Source: City of Long Beach West Gateway Redevelopment Traffic Impact Report, Meyer, Mohaddes Associates (April 2003, Rev. November 2004).

The following discussion focuses the cumulative analysis related to projects in the vicinity of West Gateway. Where the analysis is cumulative in nature, for example air quality and traffic, these specific projects are already included in the forecasts.

8.3 CUMULATIVE IMPACTS ANALYSIS

8.3.1 CUMULATIVE IMPACTS RELATED TO AESTHETICS

As described in Section 4.2 (Aesthetics), the proposed project is on a developed site and is surrounded by urban land uses. The redevelopment of the West Gateway area will enhance the aesthetic value of the project area over current conditions, as envisioned in the Downtown Long Beach Strategic Plan. Redevelopment of the project area will not adversely impact the aesthetics of the project area; redevelopment of the project site will compliment and improve views in the project area. The proposed project will change the visual character of the site; however, it will not substantially degrade the existing quality of the surrounding area. The project site currently contains existing residential, retail and civic uses with structures of varying age and condition interspersed with vacant lots. The project site is located within the Long Beach Downtown area. The redevelopment of the West Gateway area will enhance the existing visual character of the project area over current conditions. In addition, implementation of a streetscaping plan will enhance the visual character of the streets and encourage pedestrian use of the area. Therefore, given the site's current condition, the new buildings will improve the visual character of the site. The change of the type of structures from low-rise to medium rise residential development is noted in Section 4.2. While the change is substantial when compared to the low rise development and vacant lots in the West Gateway area, the enhanced visual environment would not be considered a cumulatively considerable impact on the visual environment. Therefore, no cumulatively significant impacts to the aesthetics would occur with project implementation.

8.3.2 CUMULATIVE IMPACTS RELATED TO AGRICULTURE

According to the IS, no agricultural resources or operations will be affected by the proposed project. Since the project will not result in impacts on agricultural resources, the project will not contribute to a cumulatively significant impact on agriculture.

8.3.3 CUMULATIVE IMPACTS RELATED TO AIR QUALITY

The regional emissions calculated for the project and presented in Tables 4.3-5 and 4.3-6 in Section 4.3 (Air Quality) are less than the applicable SCAQMD thresholds except for short term ROG and NO_x during construction and long term ROG. These significance thresholds are designed to identify those projects that may result in significant levels of air pollution and to assist the region in attaining the applicable state and national ambient air quality standards. In addition, the project is consistent with the land use designations in the City's General Plan. General Plans are use in the development of the AQMP which provides the framework for attainment of state and federal ambient air quality standards. However, the project would exceed the SCAQMD screening thresholds even though it is consistent with the General Plan and AQMP, the project is considered to result in significant contributions of NO_x during the short-term construction phase of the project and ROG during the operations phase of the project.

Therefore the West Gateway Project would result in cumulatively considerable or cumulatively significant air quality impacts even with the application of mitigation measures.

8.3.4 CUMULATIVE IMPACTS RELATED TO BIOLOGICAL RESOURCES

According to the IS, no wildlife is associated with or will be affected by the proposed project. The project is in an urban area and does not impact any native habitat or wildlife. The new construction occurs in areas already developed. Therefore, this proposed project will not contribute to a significant cumulative impact related to biological resources.

8.3.5 CUMULATIVE IMPACTS RELATED TO CULTURAL RESOURCES

As stated in the IS, the construction of the proposed project will occur on previously disturbed lands. As a consequence, the proposed project is not expected to adversely affect any archaeological or paleontological resources. Since the project will not result in impacts on cultural resources, the project will not contribute to a cumulative significant impact on cultural resources.

As discussed in Section 4.4 (Cultural Resources), there are three known structures of historical significance in the project area. They are located at the following addresses shown on Figure 4.4-1:

- 247 Daisy Avenue
- 227 Daisy Avenue
- 228 Nylic Court

These structures will be photo-documented and will be eligible for the City's relocation program. However, there is no assurance that these three structures will actually be preserved through the relocation program. Therefore, it is possible that all potentially historic structures will be demolished as part of the project. Although the photo-documentation will preserve the record of these structures, they will not be available as examples of certain architectural styling or as representatives of certain types of historical structures. This loss is considered a cumulatively considerable impact on representative housing stock and buildings that are over 50 years old in the City of Long Beach and therefore it is cumulatively significant.

8.3.6 CUMULATIVE IMPACTS RELATED TO GEOLOGY

Like the rest of seismically active southern California, the City of Long Beach is subject to ground shaking and other seismic hazards during an earthquake. As discussed in the IS and Section 3.0, the West Gateway area would be subject to seismic impacts similar to the rest of southern California. The project would not result in significant adverse impacts related to liquefaction, subsidence, erosion, unstable soil, landslides, mudflows, fault rupture, ground failure, seiche, tsunami, volcanoes and expansive soils. Therefore, the proposed West Gateway Project would not contribute to significant cumulative impacts related to geologic hazards.

8.3.7 CUMULATIVE IMPACTS RELATED TO HAZARDOUS MATERIALS

The potential risks associated with the transport of hazardous materials on the project site will not be substantially greater than the existing risk associated with the existing transport of hazardous materials elsewhere in the City. Further, the handling, transport, storage and disposal of hazardous materials are strictly regulated. Therefore, the potential impacts of the proposed West Gateway Project related to hazardous materials are not anticipated to be significant. It is possible that buildings containing lead may be discovered. The proposed West Gateway Project, in conjunction with other development in the area, will not contribute to significant cumulative adverse impacts related to hazardous materials because it would not contribute to the increased use, storage, transport and disposal of hazardous materials and is not considered cumulatively significant. Since the proposed West Gateway Project will not result in a significant impact to hazardous materials, the project will not contribute to long term, significant cumulative impacts related to hazards.

8.3.8 CUMULATIVE IMPACTS RELATED TO HYDROLOGY AND WATER QUALITY

As previously addressed in Section 4.6 (Hydrology and Water Quality), the West Gateway Project site is located east of the Los Angeles River. Surface water runoff from the project site as well as existing and planned development proximate to the Los Angeles River flows directly into the river via a series of storm drains. Water that is not recharged is eventually transported via the Los Angeles River to the Pacific Ocean. Implementation of the project will incrementally increase the amount of impervious surface area in the project vicinity thereby cumulatively impacting water quality associated with surface runoff. However, mitigation measures addressing urban runoff including upgraded street drainage and the use of catch basin and filters will address most pollutants in storm water as prescribed by the Long Beach Storm Water Management Program.

Implementation of the West Gateway project will not result in excessive runoff or discharge. The proposed project will increase the amount and affect the quality of runoff from the project site thereby incrementally contributing to adverse long-term effects on the quality of storm water runoff from the site. However, it should be noted that all construction projects that result in the land disturbance of greater than five acres, between one and five acres, or less than one acre when the project is a part of a larger common plan of development or sale are also subject to the drainage and water quality requirements of the Long Beach Storm Water Management Program. This includes all development based on the buildout of the City of Long Beach as set forth in its respective General Plan in addition to all the projects discussed previously in Section 8.2. As such, the project's contribution to potentially significant cumulative water quality impacts is considered less than significant. Since the proposed West Gateway Project will not result in a significant impact to hydrology and water quality, the project will not contribute to long term, significant cumulative impacts.

8.3.9 CUMULATIVE IMPACTS RELATED TO LAND USE AND PLANNING

As discussed in Section 4.7 (Land Use), the only significant impact identified is the increase in population density beyond what is currently permitted for the Downtown Mixed Use District of PD-30. This would affect the entire Downtown Mixed Use District of PD-30, which includes two city blocks outside of the West Gateway area to the west of Parcel 9 and east of Parcel 11. The project infrastructure will be sized to accommodate the development. Future development at a higher density on the other two blocks not included in the West Gateway project will also be required to

size infrastructure to adequately support the development. However, there may be a future need to provide more residential support services than was originally envisioned or planned for the area. On a cumulative basis, all the redevelopment in Downtown Long Beach, including West Gateway, will require a variety of services to support the existing and future growth in residential development in the area. The increase in density in West Gateway will contribute to the need for services provided to the Downtown area. However, the redevelopment plans and strategies for the area have already recognized the need for these support services. The City's plans for the West Gateway area have always included residential uses. Therefore, the proposed West Gateway project will not have a cumulatively considerable impact on land uses in the area and will not have cumulatively significant land use impacts.

8.3.10 CUMULATIVE IMPACTS RELATED TO MINERAL RESOURCES

The West Gateway Project would result in increased demand for energy and mineral resources for construction and operation of the various juvenile treatment facilities. This increased energy consumption may cumulatively contribute to the depletion of regional resources. However, this additional demand is not anticipated to be significant when compared to the demand generated from development in all of southern California. In addition, energy consumption in the future will be more efficient as a result of a reduction in wasteful use and increased conservation consistent with the requirements of Title 24. In the long term, energy resources would be required for lighting and motor vehicle travel to the site. These increases in demand are not anticipated to be significant and would be within the available capacity of existing energy resources in the region. Therefore, the cumulative energy and mineral resources impacts associated with the project are not anticipated to be significant.

8.3.11 CUMULATIVE IMPACTS RELATED TO NOISE

Cumulative noise impacts related to construction activities would be regulated under the City of Long Beach Municipal Code which addresses noise from construction activities. Adherence to these codes would preclude cumulative impacts due to construction noise. As such, no cumulative noise impact from construction activities is anticipated.

As discussed in Section 4.8 (Noise), operational impacts from use and occupancy of the proposed development will not contribute to a significant noise impact from traffic. Therefore, the project will not have any cumulatively considerable contributions to the acoustic environment in the local Downtown Long Beach area or specifically on the land uses surrounding West Gateway. Thus, no cumulative noise impacts are associated with the proposed West Gateway development.

8.3.12 CUMULATIVE IMPACTS RELATED TO POPULATION AND HOUSING

The West Gateway Project will provide up to 853 apartment and condominium units in addition to 15,000 square feet of commercial uses. The demolition of existing housing units will eliminate 211 residential units for a net increase of 642 units. The project's contribution of new housing units is well within the City of Long Beach's projections of 3,030 units by 2020 and population growth in Long Beach is well within the adopted local and regional population growth projections

provided in the City's Housing Element of the General Plan and SCAG's Regional Comprehensive Plan and Guide. Overall, the project impact on population and housing will be less than significant. Therefore, the proposed West Gateway Project would not contribute to significant cumulative impacts.

8.3.13 CUMULATIVE IMPACTS RELATED TO RECREATION

The project will increase the demand for recreation facilities with the addition of 853 apartment and condominium units, and a net increase of approximately 642 dwelling units to the site. As stated in Section 4.13, the City of Long Beach is currently experiencing a citywide deficiency in recreation open space. The City requires the dedication of parkland or payment of a fee in lieu of parkland dedication in accordance with the City's Municipal Code. Since the proposed project does not include any park sites, the applicant(s) must pay the in lieu fee. Payment of this fee would provide the City with additional funds to provide facilities, but would not contribute to the overall shortage of recreation open space in Downtown Long Beach which even before the West Gateway project is particularly short of park space at one acre of park land per 1,000 residents. That ratio is considered low by the City making Downtown Long Beach parks already severely impacted. Therefore, given the overall shortage of recreation open space in Downtown Long Beach, the project would contribute to a cumulative impact on recreational facilities by creating more demand for them in the Downtown Area where there is already a known shortage.

8.3.14 CUMULATIVE IMPACTS RELATED TO TRANSPORTATION

As discussion in section 4.11 (Traffic and Circulation), the City of Long Beach has a two-prong test to determine significant traffic impacts. According to the City of Long Beach Traffic Impact Guidelines, an impact is considered significant when the resulting level-of service with the project traffic is E or F and project related traffic contributes a volume/capacity (V/C) of 0.020 or more to the critical movements. While there are intersections which will be functioning at LOS E and F, the contribution of V/C on the critical movements at these intersections is below 0.020. In addition, the No Build condition in 2010 has the same five intersections functioning at LOS E or F as the With Project condition. This is partly due to the fact that the future No Build conditions assumed a buildout of the West Gateway area as guided by the Land Use Element and Zoning. A total of 5,681 average daily trips are projected for the full buildout of Parcels 2-7 and 9-11. This number of trips is consistent with traffic project in the year 2010 horizon for buildout of the area. Therefore, the contribution of traffic from the proposed project is consistent with anticipated development and growth of the area as prescribed by the Land Use Element and Zoning and is not cumulatively considerable. Therefore, the project has no cumulatively significant traffic impacts.

8.3.15 CUMULATIVE IMPACTS RELATED TO UTILITIES AND SERVICE SYSTEMS

Implementation of new residential and commercial uses associated with the West Gateway project will minimally increase the use of imported water, storm water runoff, and sewage flow, although the increase is not considered significant. The project is not anticipated to result in adverse impacts on natural gas or communication facilities once mitigation is applied. However, the project will generate approximately 226,000 cubic yards of additional solid waste during demolition. The

operation of the facility is not expected to generate a large amount of solid waste, as detailed in Section 4.12. Although, there may be an increase of 999,370 pounds of solid waste generated at West Gateway annually, the project will not significantly increase the demand for utilities and service systems. As discussed in the IS and in Section 4.12, the proposed project is not anticipated to result in significant adverse impacts on utilities and service systems. Therefore, the West Gateway project will not contribute to a cumulative significant impact on public utilities.

As discussed in Section 5.3.4, a significant impact would occur from the West Gateway project on the Long Beach Unified School District because the project's contribution of students occurs in a highly impacted school district. Even the payment of required fees would not offset the impact to below a level of significance. Therefore, impacts would also be considered cumulatively significant because the existing schools in Downtown Long Beach lack capacity without the project.